

Today's
Advertisements.

TWO NIGHTS ONLY.

BLONDIN

TO-NIGHT.

PARADE GROUND at 9 o'clock.

COLLECTION ON THE GROUND.

Reserved Seats, 50 cents.

Hongkong, 26th November, 1897. [1761]



VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held in the FRANKMASON'S HALL, Zeland Street, TONIGHT, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 26th October, 1897. [1762]

HONGKONG RIFLE ASSOCIATION.

A SPOON COMPETITION will take place TOMORROW (SATURDAY), the 27th November, commencing at 2.30 P.M. RANGES 200 and 300 yards. Entrance 30 cents. Members of the Association who have not paid their subscriptions for this year are requested to do so early.

A. CHATHAM, Hon. Sec.

Hongkong, 26th November, 1897. [1764]



GOVERNMENT NOTIFICATION.

IT is hereby notified that the portion of BONHAM STRAND between the WARBOUR OFFICE and QUEEN'S ROAD WEST will be CLOSED to Wheel Traffic from MONDAY, November 29th, until further notice, while alterations to the same are in progress.

By Command.

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th November, 1897. [1763]

TO LET.

FOR IMMEDIATE OCCUPATION ON MODERATE RENTAL.

No. 8, BONHAM ROAD—NULIAN SIRM.

A COMMODIOUS DWELLING HOUSE, overlooking the Harbour, with 8 Rooms, Out-houses and Garden.

Apply on the Premises or to Messrs. DAVID SASSOON, SONS & CO., Hongkong, 26th November, 1897. [1774]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAMSHIP CALCUTTA (DIRECT).

THE Company's Steamship.

"MORAVIA," Captain E. Meccari, will be despatched as above on WEDNESDAY, the 1st December, at Daylight, and not as previously notified.

SANDER & Co., Agents.

Hongkong, 26th November, 1897. [1778]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"VINDOBONA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Underwriter before Noon on the 2nd and 3rd December, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd and 3rd December will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 26th November, 1897. [1774]

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 30th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, and any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th November, 1897. [1775]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to the Manager.

Communications intended for publication are not to be sent to the Editor unless accompanied by a stamped and addressed envelope, and not to be sent to the Editor unless accompanied by a stamped and addressed envelope.

Within the columns of the Hongkong Telegraph will appear notices for the sale of land, and notices for the sale of land, and notices for the sale of land.

The Editor does not take any responsibility for the loss of letters or for the loss of letters.

TO ADVERTISERS.

Advertisements are accepted for insertion at the rate of 100 words for the first day, and 50 words for each subsequent day.

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Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSGES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1766]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with full details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be decanted as directed in the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "R" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

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A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 26th October, 1897. [176]

MARRIAGE.

At St. George's Church, Penang, on the 6th instant, by the Rev. H. C. Hensham, Acting Colonial Chaplain, HENRY SURTESS ATKINSON to FLORENCE CREAL; eldest daughter of Thomas Hayward, Esq., of Birmingham.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 26, 1897.

THE POST OFFICE.

By Tuesday's mail we received papers bearing printed addresses, in large type, —

The Superintendent

Eastern Extension

Telegraph Company

Hongkong

and in still larger and clearer print—

The Superintendent

Eastern Extension

Telegraph Company Limited

Macao

near Hongkong.

Of course, it is our own fault for calling our paper *Telegraph*; we ought to have selected a name which could not possibly be mistaken for anything else, even by a Hongkong Post Office clerk. But how is such a selection to be made, when the ingenious idiot even mistakes "Macao" for "Podder's Hill," and possibly sends our legitimate belongings to Lappa? It is by the merest chance that we noticed the mistake; sorting mails is no part of our business, and as we get by every day's mails, on an average, 600 to 800 columns of newspapers taking all sizes together, and have to wade through the lot somehow or other within the allotted space of 24 hours to the day, under a cruel tyrannical law which refuses to give us an extra 48 hours per day. However sorely we need it, say on some dreadful day when mails come from every place at once—under these circumstances, it is perforce our usual practice to rip off all the newspaper covers at what seems quite a savagely rapid rate to the casual visitor who calls, saying incredulously "Oh, are you really busy?" Nine times out of ten, the newspapers are unwrapped or envelopes opened by an office boy of the plain or unfilled species, and he devotes more attention to cutting off the various postage stamps for sale or barter, than to the accuracy of the address or the legality of our claim to the consignment really of our account by the CROWN, LANCET, and ARKOPOL of the H.K.G.P.O. Thus, it may well be that we may have got hundreds of Mr. von DRA PRONTO's or Mr. BUCKLAND's papers and never noticed. Letters are easier to detect, because we have to look what name is on the cover, instead of shunting them

all on the shoulders of the scissors and paste manipulator without question. We simply cannot undertake to do the sorting that should be done by the Post Office. If there are not enough men in the Post Office, there would be much more sense in spending a little extra money out of the Colony's revenue to get an extra man or two, than in increasing the pay of those already in the service for reasons which are no reasons at all for Government employees any more than for us who work for our living.

However, if we blame where blame is due, we also praise where praise is due; and we recently came across a case greatly to the credit of the Hongkong Post Office. A post-card addressed to us was put in a letter-box late at night, and was delivered first thing next morning. This was prompt. We know it was posted late, for it was handed to us by the sender first, and we posted it ourselves, taking a note of the time, as a matter of curiosity. The moral is that when anything is wanted to be delivered promptly and correctly by the Post Office, it should be first handed to the addressee by the sender, and duly perused before being posted. It may be a little extra trouble to do this, but trouble is nothing if it ensures certainty. In the absence of this thoughtful little precaution, letters are apt to get adrift, for this is an uncertain world and the Postmaster General is not to blame for the way the world was created. A lady recently posted several invitations for afternoon tea, four or five days ahead, and some of them reached their destinations three weeks later—each with the request "R.S.V.P." The guests hastened to R.S.V.P. of course. But with all their faults, the Chinese and other coolies in the Post Office are not as bad as some in Japan. A foreign consul in one of the Japan ports sent out invitations some time ago, for the annual national festival of his country, and was surprised and offended to find that a very large proportion of the invitations were totally ignored. It was an insult to his nation. Afterwards it was learned that the jovial Japanese had found the delivery of so many trifling notes too tedious, and to save themselves the trouble they had simply along the bundle into the harbour, where the chits were picked up in twos and threes and dozens and scores for weeks later. We have just received a letter from a distant correspondent, telling a tale of woe and plaintively appealing to us "Do you know any surer method of communication than the Post Office?" Wearily and mournfully, we are compelled to reply with a piteous negative. We know nothing in the world safer than the Post, and it speaks badly for the world!

[1766]

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Hongkong, 26th October, 1897. [176]

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Telegraph Company

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Of course, it is our own fault for calling our paper *Telegraph*; we ought to have selected a name which could not possibly be mistaken for anything else, even by a Hongkong Post Office clerk. But how is such a selection to be made, when the ingenious idiot even mistakes "Macao" for "Podder's Hill," and possibly sends our legitimate belongings to Lappa? It is by the merest chance that we noticed the mistake; sorting mails is no part of our business, and as we get by every day's mails, on an average, 600 to 800 columns of newspapers taking all sizes together, and have to wade through the lot somehow or other within the allotted space of 24 hours to the day, under a cruel tyrannical law which refuses to give us an extra 48 hours per day. However sorely we need it, say on some dreadful day when mails come from every place at once—under these circumstances, it is perforce our usual practice to rip off all the newspaper covers at what seems quite a savagely rapid rate to the casual visitor who calls, saying incredulously "Oh, are you really busy?" Nine times out of ten, the newspapers are unwrapped or envelopes opened by an office boy of the plain or unfilled species, and he devotes more attention to cutting off the various postage stamps for sale or barter, than to the accuracy of the address or the legality of our claim to the consignment really of our account by the CROWN, LANCET, and ARKOPOL of the H.K.G.P.O. Thus, it may well be that we may have got hundreds of Mr. von DRA PRONTO's or Mr. BUCKLAND's papers and never noticed. Letters are easier to detect, because we have to look what name is on the cover, instead of shunting them

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SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

Erupive typhus has broken out in Miki district, and 40 cases are reported from Miki-mura.

CITA, November 17th.

A telegram has been received by the Government, stating that the Foreign Minister for Portugal has resigned, and that Mr. Gomes (?) has been appointed.

The representatives of five or six journals in Tokio held a conference to-day with a view to organizing an anti-Government Union.

The *Chang Sheng Sheng* publishes a Manchester dispatch to the effect that the yarn market is much depressed, and two or three mills have suspended work. A proposal has been made to reduce the wages of operatives by 5 per cent., to which the workpeople have expressed strong opposition.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.33 per £.

The English mail is due here to-morrow morning.

A SPOON competition under the auspices of the Hongkong Rifle Association will take place at 2.30 p.m. to-morrow. Ranges, 200 and 300 yards.

After a passage of nine days from Hongkong, the steamer *Glenamara* has arrived at Shanghai. The long passage was beginning to cause some fears as to the vessel's safety.

A SPECIAL session of H. M. Justices of the Peace will be held at the Magistrate's Court to-morrow to consider an application by Hock Goon to sell and retail intoxicating liquor at the Grand Hotel.

We would remind our readers of the open-air site on the grounds of the Government House to-morrow afternoon and evening in aid

(d) When application for registration has been made in Hongkong, before the date of registration in the United Kingdom, the local registration should confer prior right in this colony.

(e) That illustrations and descriptions of trade marks should be published with the notices required to be published in the *Government Gazette*. The letter suggests that the proposition made in my minute as (d) should be submitted to the Attorney-General for consideration on other wise.

It would, I apprehend, require a decision of the Supreme Court before the proposition could be "formally laid down" as correct. I may, however, point out that in *Sebastian's case*, on Trade Marks, 2nd Ed., 1884, p. 15, the following passage occurs:—

"Since trade marks are recognised throughout the world, and not merely in the manufacturer's own country, as indicative of his goods, so that the subjects of any country are liable to be deceived by goods bearing an imitation of a foreign trade mark, and any manufacturer is liable to suffer by the forgery of his marks abroad, the right of property in a trade mark is not limited by territorial bounds."

I take it, the Trade Marks Ordinance (No. 1873) was passed, primarily, to enable a person possessed of a trade mark, who wished to take proceedings in Hongkong, to protect his rights, to be able to procure the necessary evidence of his rights by the simple method of local registration. No doubt the Ordinance intended the local registration of local trade marks not registered elsewhere.

But in order to obtain registration here, the applicant must (by Ordinance No. 1895) swear that he is, to the best of his belief, entitled, solely, or jointly with some other person named in the affidavit, to the exclusive use of such Trade Mark. It is difficult to see how such an affidavit can be made by "A" when "B" is the registered owner in England, unless "A" is aware of the facts, and, if the affidavit should be made inadvertently, it would, as it seems to me, constitute a good ground for "cancellation" after registration (under section 8 of the Ordinance); that in point of fact, "B" was duly registered in England prior to the application here, and that, therefore, "A" was not entitled to the exclusive use of such trade mark, and his affidavit was made in error, or was false.

Registration here is therefore only *prima facie* evidence of the right to the trade mark, and therefore, evidence of a prior subsisting registration in England would appear to me to be admissible to defeat the *prima facie* proof of the local register.

As regards the proposition (b), though not specifically submitted to me, I may say, it appears to me sound.

As regards (c) the question of requiring illustrations of the trade marks of which registration is asked to be published in the *Gazette* with the notices, this was considered in 1895 when Ordinance No. 1895 was passed. It was thought the cost would be considerable, often requiring days to be sent from England, and delay in printing; and considering that Victoria is a small city and practically represents Hongkong, notice that the trade marks could be seen at the Colonial Secretary's office would afford sufficient facility to those interested to inspect the marks applicants were desirous of registering. Some of the Chinese trade marks, too, would certainly be difficult to describe clearly.

(Sd.) W. M. GOODMAN.

Hongkong General Chamber of Commerce, Hongkong, 19th October, 1897.

Sir,—I have the honour to acknowledge receipt of your letter of 14th inst. in continuation of correspondence on the registration of trade marks, and forwarding copy of a minute by the Attorney-General on the subject.

My committee have carefully perused the Attorney-General's minute, and are glad to find that he is in substantial agreement with the Chamber except with regard to the publication of illustrations of the trade marks registered, which he is of opinion would in some cases entail rather heavy cost. My committee would, however, suggest that, in such cases, a description of the trade mark itself should be given in the notices in lieu of an engraving. I have the honour to be, Sir, your most obedient servant, R. CHATTERTON WILCOX, Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Hongkong General Chamber of Commerce, Hongkong, 22nd October, 1897.

Sir,—In view of the recent wreck of the British steamer *Navarra* in the Red Sea, and the fact that there is no uncharted rock, and the fact that there is no belief that many unknown pinnacle rocks exist on the coast of China, I am instructed by my Committee to bring to the notice of Commodore Holland the fact that this Chamber has at its disposal a fund subscribed in 1888, and now amounting to over \$3,000, established for the purpose of giving rewards to fishermen and others who report to the authorities the existence of any of these hidden dangers hitherto unknown. It was believed at the time that the Pinnacle Rock Fund was wanted, that if sufficient inducement were offered, much valuable information might be obtained from the native fishermen on the coast, who may be supposed to be well acquainted with the position of these obstacles to safe navigation. So far, however, little call has been made on the fund, possibly owing to the existence of such rewards not having been made sufficiently known among the Chinese seafaring population; and to the fact that no vessel of R.M.S. Navy has been on regular surveying duty on this coast for some years.

My committee therefore desire to suggest to Commodore Holland that Her Majesty's surveying vessels, when engaged in surveying on the coast, might be empowered to offer suitable rewards from this fund for information of the kind above referred to, and thus carry out the intention with which it was founded.—I have the honour to be, Sir, your most obedient servant, R. CHATTERTON WILCOX, Secretary.

V. A. Lawford, Esq., R.N., Secretary to Commodore Swinton Holland, R.N.

"Tamar" at Hongkong, 25th October, 1897.

Sir,—I have the honour to acknowledge the receipt of your letter of 22nd instant on the subject of rewards to fishermen, &c., reporting the existence of uncharted rocks and dangers of the China coast, and to inform you that the Commodore has forwarded the same for the information of Sir Alexander Butler, K.C.B., Commander-in-Chief.

2.—H.M.S. *Phaon* has been directed to make a survey of the harbour of Swatow on her return from Tamsui, where she is now stationed for a short time, and instructions will be given to the officers conducting the survey that application may be made, through the Commodore, when necessary, to the Hongkong Chamber of Commerce for any awards which it may be considered that fishermen or others have deserved for imparting useful information as to the existence of unknown dangers.

3.—A copy of your communication has also been forwarded to the Hydrographer of the Navy so that information may be given of the existence of this fund to any ship which may in the future be employed on surveying work on the

China coast.—I have the honour to be, Sir, your obedient servant, (Signed) VINCENT H. LAW, Esq., Secretary to R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce, Hongkong, November 24th.

Sir,—I am instructed by my Committee to beg you to convey to the Commodore their thanks for the trouble he has taken in connection with the rewards proposed to be given by this Chamber from the Pinnacle Rock Fund for information leading to the discovery of hidden dangers on the coast of China.

My Committee at the same time desire me to say that their idea of the amount to be awarded in each case is a maximum of \$50 for an important danger and lesser sums in the discretion of the distributor for those of minor importance.

Will you also inform the Commodore that the Consuls and Commissioners of Customs at the various Coast Ports will be asked to issue notices that rewards will be given to those pointing out unknown dangers to Her Majesty's Naval officers.—I have the honour to be, Sir, your obedient servant, R. CHATTERTON WILCOX, Vincent H. Lawford, Esq., R.N., Secretary to Commodore.

Birmingham Chamber of Commerce, Birmingham, 28th December, 1897.

The Secretary, Chamber of Commerce, Hongkong.

Dear Sir,—I beg to acknowledge the receipt of your letter of the 20th of August with enclosure, for which I am obliged.—Yours faithfully, (Signed) W. F. HAYDON, Secretary.

Board of Trade, (Harbour Department), 7, Whitehall Gardens, London, S.W., 20th September, 1897.

Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 17th ultimo on the subject of the dangers to navigation in the vicinity of the Island of Socotra, with special reference to the recent loss of the *s.s. Aden* on that coast, and, in reply, I am to state, for the information of the Hongkong Chamber of Commerce, that the matter is at present engaging the attention of the Board of Trade.—I am, Sir, your obedient servant, (Signed) F. H. W. PRINCE, The Chairman, General Chamber of Commerce Hongkong.

The London Chamber of Commerce, Baitolph House, Eastcheap, London, E.C., 19th September, 1897.

Dar Sir,—I am in receipt of your favour of the 20th August last, which I will lay before the East India and China Trade Section of this Chamber at its next meeting.

The subject referred to in your letter to the President of the Board of Trade—Pavils of navigation in the vicinity of Socotra—was (under the title of the better lighting of the Southern portion of the Red Sea) dealt with by the Section at its last meeting, and I send you herewith for your information a copy of a letter addressed by this Chamber on behalf of the Section to the Secretary of State for Foreign Affairs together with a copy of his reply thereto.—I am, dear Sir, yours faithfully, (Signed) KENNEDY B. MURRAY, Secretary.

The Secretary, Hongkong Chamber of Commerce, Hongkong.

London Chamber of Commerce, Baitolph House, Eastcheap, London, E.C., 27th July, 1897.

My Lord,—I am directed to inform you that the East India and China Trade Section of this Chamber at its last meeting had under consideration the question of the inadequate supply of lights in the Southern portion of the Red Sea. I enclose herewith for your Lordship's consideration a copy of a letter received by this Chamber from the Bengal Chamber of Commerce, Calcutta, together with a copy of a letter addressed by that Chamber to the Secretary of the Government of Bengal on this subject.

I am directed by the East India and China Trade Section to say that they endorse the views set forth in the communication of the Calcutta Chamber, and express the hope that this important matter will receive the careful and sympathetic attention of H.M.'s Government, and that their influence will be exerted to obtain the desired object and thus provide for the safety of the very large amount of British Shipping which passes continually through the Suez Canal and the Red Sea.

I understand that the Board of Trade have recently taken some action in connection with this matter and that the same is now receiving their most careful consideration with a view to a satisfactory solution of the difficulty being arrived at.—I am, my Lord, yours faithfully, (Signed) KENNEDY B. MURRAY, Secretary.

The Most Noble The Marquis of Salisbury, K.G., Foreign Office.

Bengal Chamber of Commerce, Royal Exchange Buildings, Calcutta, 19th May, 1897.

From W. Parsons, Esq., Secretary.

To the Secretary to the Government of Bengal Marine Department.

Sir,—I am directed by the Committee to address you with reference to the urgent necessity which has long existed for additional Lighthouses in the lower portion of the Red Sea. The subject is by no means a new one as the want has been long acknowledged, and forcible attention has been drawn to it from time to time whenever a casualty has occurred. The Committee understand that a short time ago the British Ambassador at Constantinople issued a circular to the representatives of the Great Powers inviting their co-operation in a joint presentation to Turkey pressing for authority to construct lights in the strait referred to. The Committee are without information as to whether any results of a practical nature have followed from this circular, but they venture, respectfully, to submit that it is almost impossible to overrate the necessity for some speedy action being taken in the interests of the yearly increasing amounts of Shipping which find its way through the Red Sea to India, China, and Australia. The course pursued by vessels either down the coast or towards the Red Sea is without doubt one of the most dangerous in the world, and for nearly one hundred miles there are no lights whatever for the guidance of mariners. The Committee feel that it is not necessary to enter into any detail as to the manifold dangers of the passage as these must be accurately known to the Marine Authorities.

2.—The matter is assuming additional importance at the present time owing to the approaching renewal of the F. & O. Mail contract, which provides for a considerable increase in speed and consequently tends to increase the risk which is already run by the steamers owing to the absence of lights. The upper portion of the Red Sea where the course pursued by vessels runs close to the Egyptian coast is already fairly

well provided with lights, and the Committee are unable to realize that any substantial difficulties can possibly lie in the way of treating the southern portion of the Red Sea with its 200 miles of shoals and islands in a similar manner.

In any case the matter is one which appears to call for prompt and decided action on the part of the British Government, as the great majority of vessels passing through these waters carry the British Flag. The Committee therefore direct me to request that the Government of Bengal, after giving the matter due consideration, will move the Government of India to ask the Secretary of State to take such steps as may be considered desirable with a view to establishing a complete system of Lighthouses in the southern portion of the Red Sea.—I have the honour to be, Sir, your most obedient servant, (Signed) W. PARSONS, Foreign Office, August 4th, 1897.

Sir, In reply to your letter of the 27th ult. with regard to the inadequate supply of lights in the Southern portion of the Red Sea I am directed by the Marquis of Salisbury to state to you for the information of the London Chamber of Commerce that the matter has been receiving the most careful attention of Her Majesty's Government.

Funds have already been accumulated by the Egyptian Government for the construction of new lights in the Red Sea. It has not as yet been found possible to come to any arrangement for the erection of these lights, which would be situated on Ottoman territory, on the Eastern side of the Red Sea, and the question of employing Lighthouses is being considered, one of which would be stationed on the Mocha Shoal.—I am, Sir, your most obedient humble servant, (Signed) GEORGE CURZON, Foreign Office, August 4th, 1897.

THE QUESTION OF THE DATING OF BILLS OF LADING.

The General Produce Brokers' Association of London, 13th August, 1897.

Sir,—I beg to enclose you a copy of letter which this Association has addressed to the Chamber of Shipping of the United Kingdom. The importance of the maintenance of the integrity of a bill of lading is absolutely necessary now that the produce of all foreign ports is largely sold for export, that it must be made steps to preserve the integrity of a bill of lading as a document, and the Chamber of Shipping has promised to give all the assistance in their power to carry out the suggestions we have made.

At your convenience I shall be glad to know what the views of your Chamber are on the subject.—I am, yours faithfully, H. W. PRICE, President.

To the President of the Chamber of Commerce, Hongkong.

24, Mark Lane, London, E.C., 21st July, 1897.

Dear Sir,—With reference to our letter to you of the 9th instant, on the subject of bills of lading, I beg to inform you that we have seen the Chamber of Shipping and other members of the Documentary Committee and have explained to them the present unsatisfactory position buyers and sellers of produce are placed in by the signing and dating of bills of lading by ship owners, agents, and captains before the bill is specified in the bill of lading are actually on board the vessels. We find no one able to defend the practice on any grounds; but it is still done, and possibly, if not dealt with now, may prove disastrous to our arrival trade and entirely alter the value of a bill of lading as a negotiable document. We therefore ask you to request ship owners, agents, and captains to sign bills of lading on or after a bill of lading until the goods are on board; and I may add that this Association does not recognise any such document as valid which may be found to have been dated or signed incorrectly.

A large proportion of the produce trade done by us for arrival and consigned for to be shipped by a specified date; and you will therefore well understand how important this matter is, and we hope your Chamber will intimate to all ship owners that the matter is steps to preserve the integrity of a bill of lading as a document, and the Chamber of Shipping has promised to give all the assistance in their power to carry out the suggestions we have made.

We have been informed that great pressure is sometimes put on ships' agents and captains to pre-date their bills of lading for the purposes of finance, and although this point does not affect us directly, we suggest that some other document, such as a receipt or warehouse keeper's warrant, might be made available for such purposes.

I desire also to allude to the practice of signing bills of lading, or receipts, which leads to trouble in dealing with shipping documents for produce sold, and which appears to us to be unnecessary. If instructions could be given to ships' agents and captains to sign only two, we think that it would be sufficient, and opportunities for fraud would be minimized.

We desire also to draw attention to the importance of specifying on masters' receipts or bills of lading any damage or defective condition that may be apparent in goods received on board, not in general terms but by stating number and, if possible, measure of packages so damaged. A very large business is carried on in these days of f.o.b. and cost freight terms, the damage of goods being for the account of the buyers after shipment, but for seller's account if it occurs before shipment.

We trust that you will approach all ship owners on behalf of those we represent, and if you require printed copies of this communication, we shall be happy to furnish the same.—I am, yours faithfully, H. W. PRICE, President.

General Produce Brokers' Association of London.

THE BURD STREET MURDER CASE.

The four men charged with the gang robbery and murder in Burd Street were again brought up on remand to-day.

Some evidence of a Chinese witness was taken who deposed that all the prisoners spoke in the Kung Tun dialect, when in his company, and before the robbery. They spoke in low tones and said they had better go at 9 o'clock. Witness corroborated his evidence given on a former occasion and said that what he now swore was true. This was the witness who had let the flat above the shops to some of the prisoners.

Evidence was given by Inspector Duncan as to the property found on the prisoners, and this officer recognised one of the dollars produced found on one of them.

In answer to the usual question before committal the first prisoner said he would make no statement.

The second prisoner said he was a newcomer from the country and did not know the other men.

The third prisoner said he had done nothing of the kind as alleged and asked his Worship to deal with the case.

The fourth man said he had done nothing of the kind. He was subjected to serious identification but was not identified at all. He was identified only because the constable pushed him forward. At one time a witness identified the constables and, therefore, were the thieves. He asked not to be committed for trial as he would die.

At Captain May's suggestion the prisoners were asked if they wished to call witnesses. The first prisoner said he knew no one in Hongkong. The others, except the third, said there were jobs but they did not if they were present.

A witness for the third prisoner said he was his cousin. Witness was a constable employed by the Mandarin at Chinese Kowloon. Prisoner came up from the country to find work and became a hawk of olives. He came up to his others brother in Circular Pathway to live. Prisoner had acted as constable for witness with the knowledge of his head officer. He asked that enquiries be made to show whether the prisoner was a bad man or not. Prisoner came over here to buy things and the head officer knew it. Witness had spoken to the headman about coming to the magistrate but he told him to wait till the case was decided. He knew of no enmity between the other witnesses and prisoner.

Another witness, a copper-smith, was called for the third defendant. He stated that he knew the third defendant as being a constable in Kowloon City. The defendant came to his house to sit down on the 16th inst. and before this he had seen him in Kowloon City on the 13th. The four prisoners were committed for trial.

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General Produce Brokers' Association of London.

To W. H. Cooke, Esq., Chamber of Shipping of the United Kingdom, 5, Whitlington Avenue.

Hongkong General Chamber of Commerce, Hongkong, 14th October, 1897.

H. W. Price, Esq., President, The General Produce Brokers' Association of London.

Sir,—I beg to acknowledge receipt of your letter of the 13th August enclosing copy of a letter addressed by your Association to the Chamber of Shipping of the United Kingdom on the question of the maintenance of the integrity of a Bill of Lading.

In reply I am instructed by my Committee to say that, as the question is not so simple as it might appear at first sight, having to do with the integrity of the bill of lading, and the fact of its being a document, it is not possible to enter into any detail at this next meeting.—I am, dear Sir, yours faithfully, R. CHATTERTON WILCOX, Secretary.

Hongkong General Chamber of Commerce, Hongkong, 14th November, 1897.

The President, General Produce Brokers' Association of London.

Sir,—In continuation of correspondence on the subject of maintaining the integrity of bills of lading, I am instructed to say that my Committee, after further consideration of the matter, feel unable to take any active steps to secure any alteration of the system as carried on here. They have, however, and copies of the correspondence printed and circulated among the members of the Chamber, and will also forward same for publication in the local Press.—I am, dear Sir, yours faithfully, R. CHATTERTON WILCOX, Secretary.

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LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir F. W. Carrington, Kt., C.M.G., Chief Justice.)

November 26th.

TAM YEE MUI v. TAM CHAK U.

Plaintiff is a widow residing in No. 8, Yuen Shing Lane, and defendant is a money-lender residing at 35, Hollywood Road. Plaintiff claimed \$1,000 odd for certain services rendered by plaintiff to the defendant guaranteeing the due fulfilment of a contract. The contract was between the defendant and the Land Investment Co. for the purchase of the Kowloon Ho and the Land Investment Co. for the purchase of the Kowloon Ho and the Land Investment Co. for the purchase of the Kowloon Ho.

Mr. J. J. Francis, Q.C. (instructed by Mr. Geddes), appeared for the plaintiff and Mr. M. W. Wade (instructed by Mr. C. D. Wilkinson) for the defendant.

The Chief Justice:—I suppose you have considered that the controversy between the parties is one of law.

Mr. Francis:—I think it is a question simply on the point of law and my friend agrees that it is a question of interpretation of the document.

Mr. Wade:—I quite agree with that. My learned friend stated certain facts in his pleadings and in my answer I admitted every one of them. There is no controversy on facts. The only thing is, what is the interpretation of the agreement.

Mr. Francis said that the action arose out of a matter which had been in different forms before his Lordship on more than one occasion. It arose out of these facts:—We persons entered into a partnership as the Kwong Hop Wo and they apparently entered into a partnership for the purpose of taking up a contract for the Land Investment Co., and they entered into that contract to pull down certain old buildings and put up new ones for the sum of \$17,500. Before the Land Investment consented to accept them as contractors they required that somebody should give guarantee to them for the due performance of the contract. These two men asked Tam Chak U, the defendant, either to become security or get somebody else to do so. The defendant agreed to give or obtain security for these two men and stipulated for certain remuneration from them for his consideration for giving or getting that security. They agreed to give him a certain remuneration and then defendant said "I want somebody who will give security to me for the payment of this remuneration."

The mother of one of the two persons the plaintiff, agreed to become security. An agreement was drawn up between the two men who constituted the partnership and the defendant on the one hand and plaintiff on the other hand. The sole question before the Court was the interpretation of that document under the circumstances. The circumstances were that the Land Investment Co. accepted the security for the Kwong Hop Wo who obtained the contract for the buildings. Under the terms of the contract two payments of \$2,000 each were made to the Kwong Hop Wo or to Tam Chak U for them, and before the buildings were completed they became insolvent and utterly incapable of carrying out their contract. The Land

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE (T.S. ship), ping Cargo for Java Port, and COLOMB.	TUESDAY, 30th November, at Noon.
*KINSHU MARU	SEATTLE, WASH., U.S.A. VIA KOBE and YOKOHAMA	THURSDAY, 2nd December, at Noon.
YAMASHIRO MARU	NAGASAKI, KOBE, and YOKO- HAMA	MONDAY, 30th December, at 4 P.M.
YAMAGUCHI MARU	KOBE and YOKOHAMA	THURSDAY, 3rd December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at 207 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 22nd November, 1897.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
The Steamship
"FALLODON HALL,"
Capt. Wm. Jeffels, will be despatched as
above TOMORROW, the 27th instant, at
Noon.

To be followed by the
S.S. "FERNFIELD" on or about 5th Dec.
S.S. "YARROWDALE" on or about 15th Dec.
S.S. "HANSEAT" on or about 10th Jan., 1898.
S.S. "LYDERH" on or about 15th Jan., 1898.
S.S. "ORWELL" on or about 15th Feb., 1898.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th November, 1897. [1726]
AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT).
HE Company's Steamship.

"MORAVIA,"
Capt. In E. Macozzi, will be despatched as
above TOMORROW, the 27th instant, P.M.
For information as to Passage and Freight
apply to
SANDER & Co.,
Agents.

Hongkong, 19th November, 1897. [1718]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KUTAI, ADEN, SUEZ,
PORT SAID, BRINDISI, VENICE,
TRIESTE.
(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEBANT, ADRIATIC, and SOUTH
AFRICAN PORTS.)
THE Company's Steamship

"VI DOBONA,"
Capt. C. Androvich, will be despatched as
above TOMORROW, the 27th instant, P.M.
Cargo will not be received on board after 3
P.M. prior to date of sailing.
For further information as to Passage and
Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 19th November, 1897. [1742]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"SARPEON,"
Capt. Grier, will be despatched as above
TOMORROW, the 27th instant, at 4 P.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th November, 1897. [1721]

"MOGUL" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.

THE Steamship
"PORT ADELAIDE,"
Capt. Morgan, will be despatched as above
on or about TOMORROW, the 27th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 20th November, 1897. [1746]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship

"FORMOSA,"
Capt. Hodgins, will be despatched for the
above Ports on SUNDAY, the 28th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 25th November, 1897. [1726]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Capt. Dodd, will be despatched as above
on TUESDAY, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th November, 1897. [1729]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"CROMARTY,"
to sail about 30th November, 1897.
S.S. "SIRK" to sail about 17th Dec., 1897.
S.S. "PORT ADELAIDE" about 15th Dec., 1897.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 1st November, 1897. [1666]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR,"
Capt. Jackson, will be despatched as above
on WEDNESDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1897. [1722]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

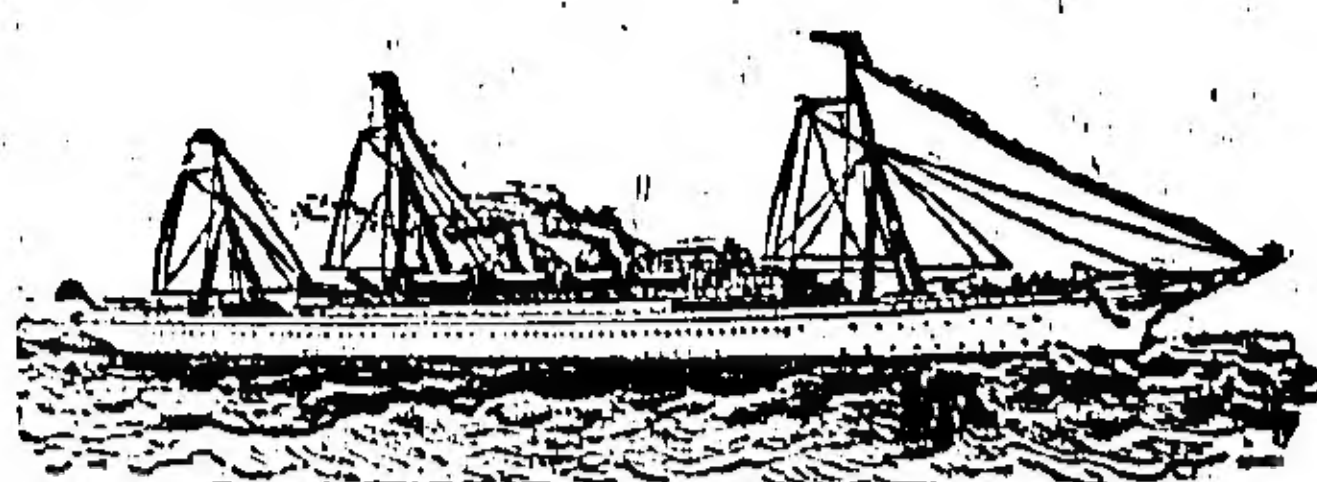
THE Steamship
"AIRLIE,"
Capt. Ellis, will be despatched for the
above Ports on THURSDAY, the 2nd December,
at 4 P.M.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A duly qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th November, 1897. [1719]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 22nd December.
EMPRESS OF CHINA, Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th January.
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 15th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belita (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....
Tuesday, 7th Dec.,
at Noon.

Copile (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....
Tuesday, 28th Dec.,
at Noon.

Gaika (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....
Saturday, 15th Jan.,
at Noon.

THE Company's Steamship
"BELGIC"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on TUESDAY, the 7th Dec., 1897, at Noon.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special Rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (via
overland) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [1724]

P. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 19th Nov. 1897. [1719]

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria 1,347 J. Panten, R.N.R. Nov. 30.
Olympia 2,608 J. J. Treebridge Dec. 21.
Columbia 2,605 J. A. Gow Jan. 11.
Tacoma 2,419 A. Dixon Feb. 1.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Beaumar 1,601 E. Porter Dec. 14.
Mogul 1,604 W. H. Wright Jan. 4.
Pelican 2,438 A. Gow Dec. 5.

THE attention of Passengers is directed to
the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table,
DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).

Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 4th November, 1897. [1716]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship
"GANGES,"
Capt. T. F. Cressy, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 2nd Dec.,
at Noon, taking Passengers and Cargo for the
above Ports. This Steamer connects at Bombay
with the S.S. Calcutta, leaving that Port on the
25th December for London direct.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London,
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 19th November, 1897. [1715]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK-SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern Tuesday... 7th Dec.
Prinz Heinrich Tuesday... 4th Jan.
Preussen Tuesday... 1st Feb.
Sachsen Tuesday... 1st March.

ON TUESDAY, the 7th day of December,
1897, at 4 P.M., the Company's Steamship
"BAYERN," Captain E. Prehn, with
MAILS, PASSENGERS, SPECIE AND CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 4th Dec. Cargo and Specie
will be received on board till 5 P.M. on MONDAY
the 6th Dec. and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
6th Dec. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs. and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Lines can be washed on board.
For further Particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 4th November, 1897. [1703]

Prinz Adalbert Tuesday... 1st Dec.
Prinz Wilhelm Tuesday... 1st Jan.
Prinzessin Tuesday... 1st Feb.
Prinzess Tuesday... 1st March.

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**SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN**
Capital: 5,000,000
Head Office: 13, Avenue Daumesnil, Paris

WORKS IN LONDON
at BROMLEY (BACALAN), France
at BROMLEY (DYLE), France

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon Wheels, and
all kinds of machinery for Railways, Permanent and Portable (dynam-
ic) Bridges for Roads, Bridges and metallic Frames, Steam Locomotives and Steamboats,
Boilers and Steam Engines, Pumps.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for M. OBERHOLZER & Co., Paris

COMBUSTION

In the human body is of the utmost importance in determining vitality.
Unless combustion is active, the vital organs lose their power, the body
loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

induces a healthy combustion, by supplying the blood with the prin-
ciple of carbon—the principle which enriches the blood, assists in
making healthy flesh, and gives force to the vital organs. By taking
Scott's Emulsion you gain the human steam that keeps the body
vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at the
same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.,
Hongkong, 1st September, 1896. [1738]

Entertainments.

Under the distinguished Patronage of
H.E. Sir WILLIAM ROBINSON, G.C.M.G.,
H.E. Admiral Sir ALFRED BULLER, K.C.B.,
H.E. Major-General WILSON BLYTH, C.B.,
His Honour Sir JOHN W. CARRINGTON, C.M.G.,
and
Commodore SWANTON C. HOLLAND, R.N., A.D.C.

AN OPEN-AIR FETE.
will take place
TOMORROW, the 27th November, 1897,
from 3 to 6 and 9 to 12 P.M.,
in the Grounds of
GOVERNMENT HOUSE,
(Kindly lent by H.E. the Governor),
in aid of *Winter Relief* amongst the poor in the
East End of London.

The Bands of the Hongkong Regt. and the
West York Regt. will (by kind permission)
play during the AFTERNOON and EVENING.
SHORT CONCERTS. CHRISTY MINSTRELS.<